

Article, undated

OUTLOOK ON AVIATION.

In going over the newspaper clippings one cannot help being struck by the fact that a great majority of them deals with reports concerning the doings of the Wright Bros. The French as a nation have decided to recognise the Wright Bros. by conferring on them the honor order of the Legion of Honor. the highest honor that the French Republic can confer. This action of the French Government was decided on a some considerable time ago but when Wilbur was broached on the subject he is reported to have said "wait for Orville," we have done our work together and I cannot take an honor apart from him".

An invitation has also been extended to the Wright Bros. to come to London at the end of March when they will be given the gold medal of the Aeronautical Association. This invitation has been accepted by the Wright Bros. That England is alive to the fact that the Wright s Bros. are perhaps the most expert or aviators is shown by the report that on the floor of the House of Commons on Feb. 23, the Secretary of War Haldane announced that the Government was considering the advisability of trying to secure the services of the Wright Bros. the American aeroplanists of Dayton, Ohio and their aeroplanes.

On Feb. 15 Miss Katherine Wright made her first ascension and flight in her brother s' aeroplane with Wilbur acting as operator.

Although Mr. Wilbur Wright is reported to have admitted that he fears it will be always necessary to carry about the apparatus by which the aeroplane is enabled to get started on his flight still a note in L'Aerophile, 2 which we will quote, points out that such may not be the case.

" A new way of departure .—Until now, at Pau as at Mans, Wilbur Wright has used, for starting, the falling weights falling from the staging and the rail for launching. He is going

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to try next Next wekk he is going to try to start from wheels attached to the frame of the aeroplane.”

A new motor manufactured in France has been installed in the Wright aeroplane from which great results as to speed, efficiency etc. are expected.

Strong efforts are being made by the Aero Club of America to induce Wilbur Wright to represent the United States in the first International Aviation race this year in Paris for the Silver Cup given by James Gordon-Bennet. The winner will aslo receive a cash prize of \$5000 an additional trophies are to be offered Wilbur Wright has thus far declined to allow his name to be used as a probably competitor but an earnest request was sent to him last week by the directors of the Aero Club of America to reconsider his decision. The United States will do everything they can to have a representative in the first International Aviation Contest.

A race which is attracting much interest is the contest to be held at Monaco and which is open until March 24 Contestants are required to start from the Quay at Monte Carlo, fly over the sea to Cape Martin, turn around the red and white flag and return to the starting point. The length of this flight is little more than six miles. The added time made by the contestant during his thre best trips will constitute his official time. Many eminent 3 aviators have entered as contestants in this race including Farman, Delagrang and others.

Major Baden-Powell the British authority for aeronautics, believes that the time is ripe for legislation governing the use of airships. In a letter to the London Times he says:—

“****We are now confronted with the most intricate and difficult question of international politics one which, in the future, is bound to lead to complications and controversies.

***The first and one of the most important questions calling for solution is that regarding international frontiers seeing that neither walls nor fences, mountains nor rivers, not even seas, offer insurmountable barriers. Secondly, there is the very serious question of private boundaries. ***If definite laws are adopted, controlling such matters we then get to the

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still more perplexing problem of how to police these realms of blue. It is all very well to dictate regulations for aerial travel but how is the law to be maintained. Who can deny that such problems will demand our most earnest attention in the near future and they must be considered while there is yet time. ***"

A report is current in the American papers which states that Mr. A. M. Herring of New York has received an offer from three syndicates representing Germany, France and Belgium respectively offering him \$100,000 to leave the United States and give them exclusive rights in their country to manufacture his flying machine. Mr. Herring says he has almost decided to accept one of these offers in which case he would return here in June to fulfil his contract with this Government.

F. W. Baldwin of the Aerial Experiment Association delivered on Feb. 27 before the University of Toronto a lecture on Aviation. The popularity of the subject chosen and of the lecturer himself was clearly shown by the fact that immediately an invitation was extended to Mr. Baldwin by the Canadian Club 4 of Toronto to lecture before that body on the following Monday, March 1.

The Aerial Experiment Association's Drome No. 5 Bell's Cygnet II was given its initial trial over the ice on Baddeck Bay on February 22. The shearing of her propeller shaft brought this experiment to an end.

Feb. 23 marks the date of the first flight of a flying machine in Canada. Drome No. 4, McCurdy's Silver Dart flew a distance of one-half mile at an elevation of 20–30 ft. at Baddeck. On the 24th the Silver Dart flew a distance of 4 ½ miles circumdroming Baddeck Bay. In the afternoon of the same day Cygnet I it was again tried and the results obtained were encouraging.